

Statement from Joanna Walton Phone: [REDACTED]

[REDACTED]  
South Daytona, FL 32119

Wednesday, March 6, 2002

Flagler Airport

Estimated Time 11:45 am

Winds: about 060-10 knots

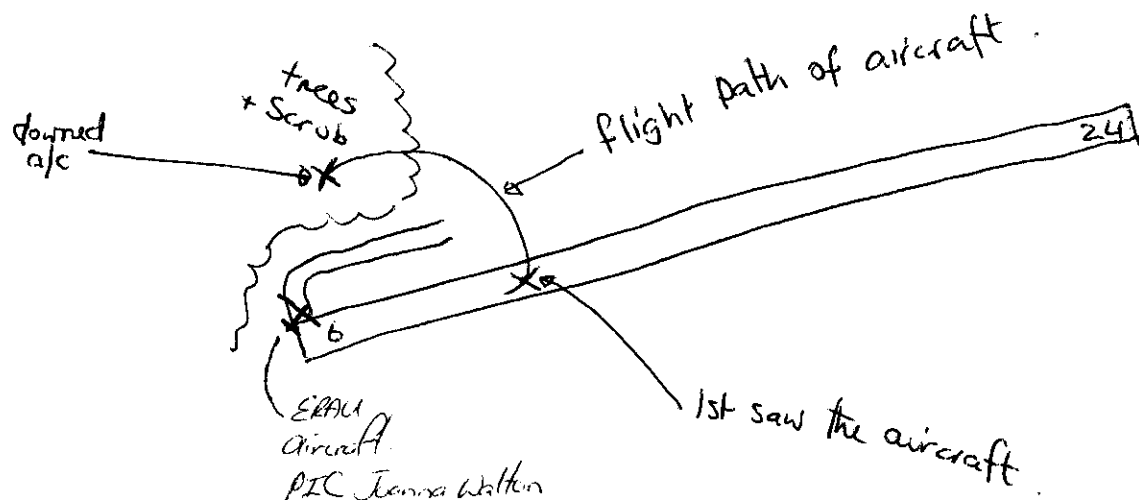
My student and I were about to roll onto the active runway (6), when we heard on the radio:-

"Mayday, Mayday, Mayday.....this is an actual emergency.....clear the runway at Flagler.....I have no control of my ailerons.....Oh my God.....Oh my God....."

The mike was on all the way down and you could hear him making efforts to try to control the aircraft.

At the start of the radio transmission, we stopped the aircraft and turned the aircraft to exit the runway. As we turned we saw the aircraft at about 200 - 300 feet above the runway, in a left hand bank (about 30 degree bank, which increased as he got closer to the ground). It was about 90 degree bank, nose down, when it disappeared behind the tree line, about 100 feet away. I noticed that when the aircraft was banking, that one of the left wing surface controls were deflected down. We taxied back to the ramp and I saw the fuselage of the aircraft....it seemed like it was hanging from a tree.

During the time I saw the aircraft, I did not notice any use of power. His airspeed did not seem too excessive. From when we first saw the aircraft, if the pilot had normal use of his controls, he would have been able to land on a runway, or the grass close by.



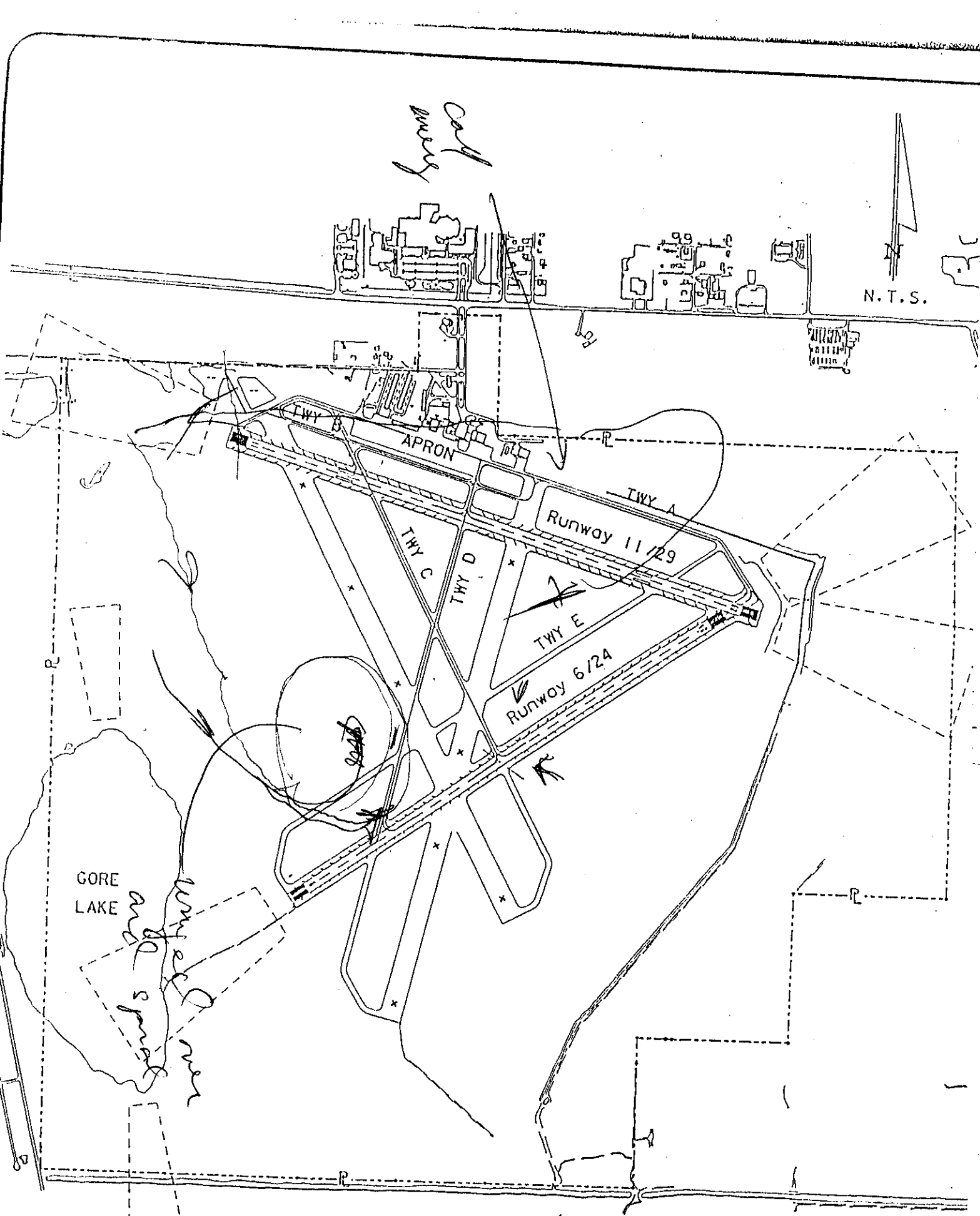
Samuel Hopkins Jalliffe II

S. Security

Joang had just called that we were taxiing to position hold for Runway 6. At the point that the banner tow plane said his call sign and "have an emergency", we were just about to approach the displaced threshold of runway 6. The ensuing radio calls on Flagler traffic CTAF had to do with with the aircraft on the field and in the pattern that we were confused as to whether or not to land. The calls from the aircraft in distress during the same time period were the call sign and "Emergency" on one of those calls he said "I've lost my ailerons", of those several calls during that period I remember that one as the only one that was different. His other calls during that time were his call sign and "emergency". It was after this that we caught sight of the aircraft. The total time from the first callout until we caught sight was not more than four minutes and likely less. I saw the plane in distress when it was at a point over the open field of the airport above the taxiway and circling to the left. On the radio I heard the banner plane as it was over the trees and the pilot was struggling with the aircraft as evidenced by his voice, not words but groans and cries. As the aircraft went over the trees, I saw the plane at an angle at which I could tell that the flaps were full down. The plane was at an attitude that allowed me to see the whole top area of the wing, the left wing being the low one. From this view I can recall that I noticed no discolorations or visible damage, and that the plane was a vanilla color. When the aircraft entered the trees I did not see many trees or bushes being disturbed until the plane reached the point that it halted at. Taxiing back on the Taxiway to the FBO area I saw the outline of the plane in the trees in the same approximate attitude that I saw it in the air, with its left wing tilted and the plane was upright. This area that the plane was in was North of the taxiway which we were on. I did not notice smoke or flames at any point.

~~Sam Hopkins~~ II 3-7-02

Phone -



*cad party*

N.T.S.

GORE LAKE

*united over  
and spread*

# Aviation Safety Report (AvSR)

(One Reporting Form per event, if details are agreed upon)

(Ref # for Internal Use Only)

This Form MUST be Submitted to the Duty Flight Supervisor Within 24 Hours of the Event

(1) Instructor Pilot Howard Centre IP #006		(2) Student Michael Ferris Student # [REDACTED]	
Grounded Not Grounded		Grounded Not Grounded	
(3) Training Manager Mike Leeper		(4) Duty Flight Supervisor: Mavy Lou Westmorland	
(5) Date of Event (MM/DD/YY) 3/6/02		(6) Approx. Local Time of Event 11:30 am	
(7) Type of Training Activity <u>Dual/Solo</u> / DXC / SXC / Admin			
(8) Route of Flight From: DAB To: DAB		(9) Location of Event Flagler County Airport	
(10) Flight Course P131		Unit # 11	
(11) Alternate Airport: (if applicable)		(12) Your Aircraft Type C172	
(13) Your Aircraft Reg. Number N426ER			

(14) Phase of Operation (circle applicable)

Parked - Ramp - Taxi-out - Takeoff - Initial Climb - Climb - Crosswind  
Cruise - Holding - Descent - Pattern Entry - Downwind - Base - Final  
Short-final - Landing - Rollout - Taxi-in - Other: \_\_\_\_\_

(15) Runway # (if applicable)

6

(16) Rwy. Condition (if applicable)

Dry / Wet / Other: Dry

(17) Inflight/Airfield Weather

VFR / IFR / Other:

(18) Aircraft Altitude (specify AGL/MSL)

1000 ft

(19) Event Title (check if applicable)

loss of aileron control

- |   |  |   |  |
|---|--|---|--|
| <input type="checkbox"/> Aborted Takeoff      | <input type="checkbox"/> Engine Shutdown     | <input type="checkbox"/> Loss of Braking      | <input type="checkbox"/> Wing Strike                     |
| <input type="checkbox"/> Aircraft Damage      | <input type="checkbox"/> Engine System       | <input type="checkbox"/> Lost/Disoriented     | <input type="checkbox"/> Property Damage                 |
| <input type="checkbox"/> Bird/Wildlife Strike | <input type="checkbox"/> FOD                 | <input type="checkbox"/> NMAC/ATC Incident    | <input type="checkbox"/> Runway Excursion                |
| <input type="checkbox"/> Comm./Nav. Failure   | <input type="checkbox"/> Fuel Quantity       | <input type="checkbox"/> Operating Procedures | <input type="checkbox"/> Runway Incursion                |
| <input type="checkbox"/> Crew Illness/Injury  | <input type="checkbox"/> Fuel System         | <input type="checkbox"/> PAX Illness/Injury   | <input type="checkbox"/> Wake Turbulence                 |
| <input type="checkbox"/> Electrical System    | <input type="checkbox"/> Gear System         | <input type="checkbox"/> Prop Strike          | <input type="checkbox"/> Weather                         |
| <input type="checkbox"/> Emergency            | <input type="checkbox"/> Handling Difficulty | <input type="checkbox"/> Tail Strike          | <input checked="" type="checkbox"/> Other Safety Concern |

(20) Event Description (including any relative factors such as weather, ATC, airfield facilities, etc.). Use additional sheets if necessary

C-172 Banner Towing Aircraft came over the radio with an emergency then specified that he had lost aileron control. Tried to make a landing on runway 6, he went into a spiral near the lake and crashed into the trees. It was on a supervised solo, on crosswind, when I heard the call over the radio, I looked towards the airport and saw him go down.

\*\* SEE ADDITIONAL INSTRUCTIONS ON BACK \*\*

Please complete the following questions if you feel they are appropriate to your event

(21) What went wrong? Why?

(22) What went right? Why?



(23) What was learned? (Describe)

(24) What would you do differently faced with this or a similar situation again?

(25) What needs to be addressed to prevent a reoccurrence of this situation and improve safety at ERAU?

**(26) Near Midair Collision (NMAC)/Air Traffic Control (ATC) Incident**

Mark Passage of aircraft relative to you, in plane on the left and in elevation on the right, assuming YOU are at the center of each diagram.

 <p>View from above (horizontal plane: _____ ft or nm)</p>	 <p>View from behind (vertical plane: _____ ft)</p>
Severity of Risk? <u>LOW/MEDIUM/HIGH</u>	Minimum Vertical Separation? _____ ft or _____ nm
Avoiding Action Taken? <u>YES/NO</u>	Minimum Horizontal Separation? _____ ft or _____ nm
Reported to ATC? _____ Facility _____	Frequency in use? _____
Heading? _____ DEG	Cleared Altitude? _____ ft AGL/MSL
Other aircraft registration? _____	Other aircraft type? _____
Other aircraft call sign? _____	Any other information? _____

PIC/TP Signature: \_\_\_\_\_

Student Signature: S. Michael Ferris

Date: \_\_\_\_\_

Date: 3/6/02

# Aviation Safety Report (AvSR)

(One Reporting Form per event, if details are agreed upon)

(Ref # for Internal Use Only)

This Form MUST be Submitted to the Duty Flight Supervisor Within 24 Hours of the Event

(1) Instructor Pilot <b>HOWARD LENTZ</b> IP # <b>006</b> Grounded <input type="checkbox"/> Not Grounded <input type="checkbox"/>		(2) Student <b>MIKE FERRIS</b> Student # <b>[REDACTED]</b> Grounded <input type="checkbox"/> Not Grounded <input type="checkbox"/>	
(3) Training Manager <b>MIKE LEEPER</b>		(4) Duty Flight Supervisor: <b>MARY Lou WESTMORLAND</b>	
(5) Date of Event (MM/DD/YY) <b>3/6/2002</b>		(6) Approx. Local Time of Event <b>1130</b>	
(7) Type of Training Activity <b>Dual / Solo / DXC / SXC / Admin</b>		(8) Route of Flight From: <b>DAB</b> To: <b>X47</b>	
(9) Location of Event <b>FLAGLER CO.</b>		(10) Flight Course <b>P131</b>	
(11) Alternate Airport: (if applicable) <b>N/A</b>		(12) Your Aircraft Type <b>C172</b>	
(13) Your Aircraft Reg. Number <b>N426ER</b>		(14) Phase of Operation (circle applicable) <b>Other: ON GROUND SUPERVISING STUDENT SOLO</b>	

(15) Runway # (if applicable) <b>06</b>	(16) Rwy. Condition (if applicable) <b>Dry / Wet / Other:</b>
(17) Inflight/Airfield Weather <b>VFR / IFR / Other:</b>	(18) Aircraft Altitude (specify AGL/MSL) <b>N/A STANDING ON GROUND</b>

<input type="checkbox"/> Aborted Takeoff	<input type="checkbox"/> Engine Shutdown	<input type="checkbox"/> Loss of Braking	<input type="checkbox"/> Wing Strike
<input type="checkbox"/> Aircraft Damage	<input type="checkbox"/> Engine System	<input type="checkbox"/> Lost/Disoriented	<input type="checkbox"/> Property Damage
<input type="checkbox"/> Bird/Wildlife Strike	<input type="checkbox"/> FOD	<input type="checkbox"/> NMAC/ATC Incident	<input type="checkbox"/> Runway Excursion
<input type="checkbox"/> Comm./Nav. Failure	<input type="checkbox"/> Fuel Quantity	<input type="checkbox"/> Operating Procedures	<input type="checkbox"/> Runway Incursion
<input type="checkbox"/> Crew Illness/Injury	<input type="checkbox"/> Fuel System	<input type="checkbox"/> PAX Illness/Injury	<input type="checkbox"/> Wake Turbulence
<input type="checkbox"/> Electrical System	<input type="checkbox"/> Gear System	<input type="checkbox"/> Prop Strike	<input type="checkbox"/> Weather
<input type="checkbox"/> Emergency	<input type="checkbox"/> Handling Difficulty	<input type="checkbox"/> Tail Strike	<input checked="" type="checkbox"/> Other Safety Concern

(20) Event Description (including any relative factors such as weather, ATC, airfield facilities, etc.). Use additional sheets if necessary

WITNESSED Aircraft accident at FLAGLER. A/C WAS A C-172. PILOT REPORTED OVER UNICOM THAT HE HAD LOST CONTROL OF THE ALERONS AND WAS ATTEMPTING AN EMERGENCY LANDING ON RUNWAY 6. ON APPROACH TO RUNWAY 6, THE PILOT APPEARED TO LOSE CONTROL OF THE AIRCRAFT AND BEGAN A DESCENDING SPIRAL TO THE LEFT. THE A/C CRASHED APPROX 3 MILE NORTH OF THE APPROACH END OF RUNWAY 6.

\*\* SEE ADDITIONAL INSTRUCTIONS ON BACK \*\*

Please complete the following questions if you feel they are appropriate to your event

(21) What went wrong? Why?

N/A

(22) What went right? Why?

N/A

(23) What was learned? (Describe)

Thorough pre flight inspection

(24) What would you do differently faced with this or a similar situation again?

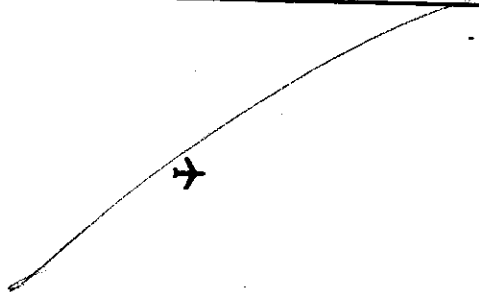
power and Right Rudder to arrest the descending left spiral. TRY TO Add

(25) What needs to be addressed to prevent a reoccurrence of this situation and improve safety at ERAU?

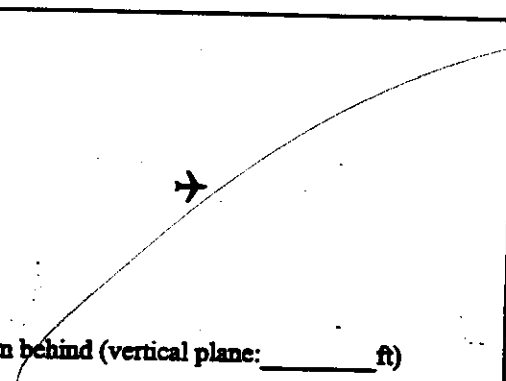
N/A

(26) Near Midair Collision (NMAC)/Air Traffic Control (ATC) Incident

Mark Passage of aircraft relative to you, in plane on the left and in elevation on the right, assuming YOU are at the center of each diagram.



View from above (horizontal plane: \_\_\_\_\_ ft or \_\_\_\_\_ nm)



View from behind (vertical plane: \_\_\_\_\_ ft)

Severity of Risk? LOW/MEDIUM/HIGH

Minimum Vertical Separation? \_\_\_\_\_ ft or \_\_\_\_\_ nm

Avoiding Action Taken? YES/NO

Minimum Horizontal Separation? \_\_\_\_\_ ft or \_\_\_\_\_ nm

Reported to ATC? \_\_\_\_\_ Facility

Frequency in use?

Heading? \_\_\_\_\_ DEG

Cleared Altitude? \_\_\_\_\_ ft AGL/MSL

Other aircraft registration?

Other aircraft type?

Other aircraft call sign?

Any other information?

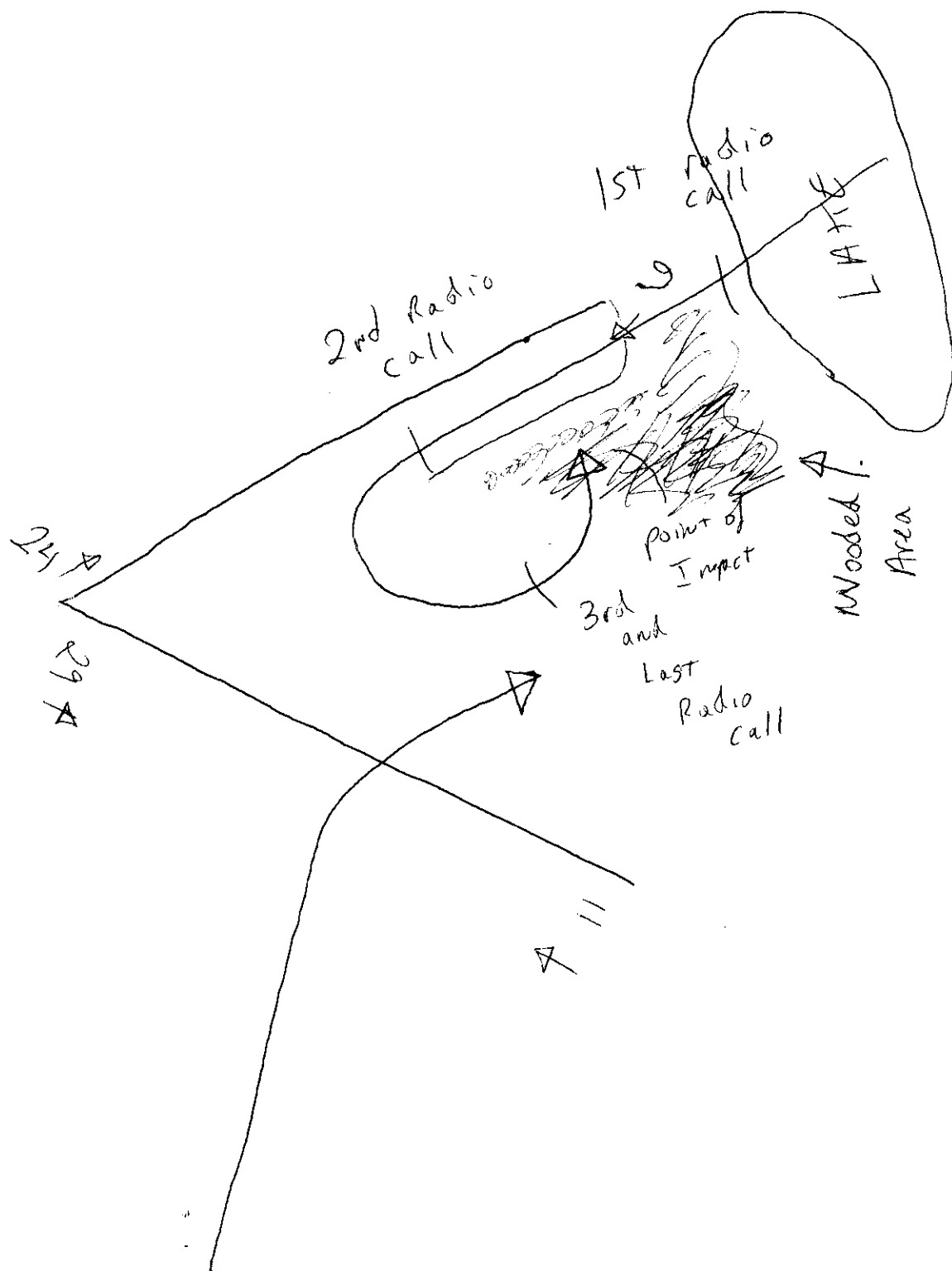
PIC/IP Signature: \_\_\_\_\_

Student Signature: \_\_\_\_\_

Date: \_\_\_\_\_

3/6/2002

Date: \_\_\_\_\_



| = Banner Towing Aircraft path  
 | = Our path (N421ER)



WITNESS

# Aviation Safety Report (AvSR)

(One Reporting Form per event, if details are agreed upon)

(Ref # for Internal Use Only)

This Form MUST be Submitted to the Duty Flight Supervisor Within 24 Hours of the Event

(1) Instructor Pilot Dayton, Matt Grounded		IP #322 (2) Student Moffitt, James Student # [REDACTED] Grounded	
(3) Training Manager Nick Mostert Not Grounded		(4) Duty Flight Supervisor: Mary Lou Not Grounded	
(5) Date of Event (MM/DD/YY) 03/06/02		(6) Approx. Local Time of Event 1125	
(7) Type of Training Activity Dual/Solo/DXC/SXC/Admin		(8) Route of Flight From: DAS To: X47	
(9) Location of Event X47		(10) Flight Course 131	
(11) Alternate Airport: (if applicable)		(12) Your Aircraft Type C-172	
(13) Your Aircraft Reg. Number N412ER		(14) Phase of Operation (circle applicable) Parked - Ramp - Taxi-out - Takeoff - Initial Climb - Climb - Crosswind Cruise - Holding - Descent - Pattern Entry - Downwind - Base - Final Short-final - Landing - Rollout - Taxi-in - Other: Traffic Pattern	
(15) Runway # (if applicable) 06		(16) Rwy. Condition (if applicable) Dry/Wet/Other:	
(17) Inflight/Airfield Weather VFR/IFR/Other:		(18) Aircraft Altitude (specify AGL/MSL) 1000	
(19) Event Title (check if applicable)			
<input type="checkbox"/> Aborted Takeoff	<input type="checkbox"/> Engine Shutdown	<input type="checkbox"/> Loss of Braking	<input type="checkbox"/> Wing Strike
<input type="checkbox"/> Aircraft Damage	<input type="checkbox"/> Engine System	<input type="checkbox"/> Lost/Disoriented	<input type="checkbox"/> Property Damage
<input type="checkbox"/> Bird/Wildlife Strike	<input type="checkbox"/> FOD	<input type="checkbox"/> NMAC/ATC Incident	<input type="checkbox"/> Runway Excursion
<input type="checkbox"/> Comm./Nav. Failure	<input type="checkbox"/> Fuel Quantity	<input type="checkbox"/> Operating Procedures	<input type="checkbox"/> Runway Incursion
<input type="checkbox"/> Crew Illness/Injury	<input type="checkbox"/> Fuel System	<input type="checkbox"/> PAX Illness/Injury	<input type="checkbox"/> Wake Turbulence
<input type="checkbox"/> Electrical System	<input type="checkbox"/> Gear System	<input type="checkbox"/> Prop Strike	<input type="checkbox"/> Weather
<input checked="" type="checkbox"/> Emergency	<input checked="" type="checkbox"/> Handling Difficulty	<input type="checkbox"/> Tail Strike	<input type="checkbox"/> Other Safety Concern
(20) Event Description (including any relative factors such as weather, ATC, airfield facilities, etc.). Use additional sheets if necessary			
<p>Witnessed a Radio call from Banner Tower that said Emergency after 10 seconds came on again and said "Declaring an Emergency, ailerons are gone, Trying to make the field." Then came back on "This is going to be a hard landing on shit. This is going to hurt, this is going to hurt." Then the call ended. After the call Matt Dayton, my flight instructor called Dayton approach to send</p>			

\*\* SEE ADDITIONAL INSTRUCTIONS ON BACK \*\*

See next page!

Please complete the following questions if you feel they are appropriate to your event

(21) What went wrong? Why?

The pilot of the bimini Tower declared an emergency and said he lost radio control.

(22) What went right? Why?

(23) What was learned? (Describe)

Always do a good preflight.

(24) What would you do differently faced with this or a similar situation again?

(25) What needs to be addressed to prevent a recurrence of this situation and improve safety at ERAU?

Make sure you do a Thorough preflight.

(26) Near Midair Collision (NMAC)/Air Traffic Control (ATC) Incident

Mark Passage of aircraft relative to you, in plane on the left and in elevation on the right, assuming YOU are at the center of each diagram.



View from above (horizontal plane: \_\_\_\_\_ ft or \_\_\_\_\_ nm)



View from behind (vertical plane: \_\_\_\_\_ ft)

Severity of Risk? LOW/MEDIUM/HIGH

Minimum Vertical Separation? \_\_\_\_\_ ft or \_\_\_\_\_ nm

Avoiding Action Taken?

YES/NO

Minimum Horizontal Separation?

\_\_\_\_\_ ft or \_\_\_\_\_ nm

Reported to ATC?

Facility

Frequency in use?

Heading?

DEG

Cleared Altitude?

\_\_\_\_\_ ft AGL/MSL

Other aircraft registration?

Other aircraft type?

Other aircraft call sign?

Any other information?

PIC/IP Signature: \_\_\_\_\_

Student Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

06 Mar 02

# Memorandum

To: Grant Brophy  
From: Simon L. Gretsche, IP 239  
Date: March 6<sup>th</sup>, 2002  
Subject: Aircraft Accident Statement

Dear Mr. Brophy:

This is to serve as my statement for the accident that my student and I witnessed today at Flagler Airport. My student and I were in aircraft N421ER and we had this aircraft from 1030 to 1230. We departed Daytona at approximately 1045 on an "ocean north" departure, and flew along the coast to the north practice area to do our training maneuvers.

After completing our maneuvers in the north practice area, we decided to fly south to Flagler Airport to practice various landings in the traffic pattern there. At the time, the active runway at Flagler was 6, with left hand traffic.

We approached this traffic pattern at Flagler airport from the north, and we started our pattern entry by flying directly over the weigh station near the airport on I-95, thus joining the pattern from the standard 45 degree angle.

As we flew over the weight station, we heard the 1<sup>st</sup> radio call from the banner towing aircraft. The pilot indicated that he was on final for his banner pickup north of runway 6. We continued approaching the pattern on our 45, and it was a few seconds later that we heard the 2<sup>nd</sup> radio call from the banner towing aircraft. It was in this 2<sup>nd</sup> radio call that the pilot began announcing his emergency.

Immediately following this second call from the banner towing aircraft, I caught sight of him at the end of his short final. As he continued from his final to his upwind, he appeared to be climbing and also beginning a left turn towards a tight downwind.

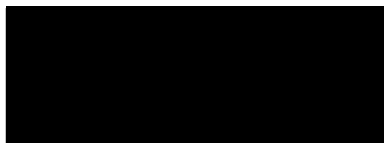
At this time, we had just joined the downwind leg from our 45, and were just past the midfield point. I continued to watch the banner towing aircraft as it continued its left turn, and I noticed that its bank angle was becoming steeper as the pilot was evidently losing control of his aircraft. It was here that the pilot gave his final radio call. The inflection in the pilot's voice had risen considerably now, and I saw that his aircraft was in a nearly vertical left bank. The last words I heard from the pilot before his impact were "Oh Go ... ."

We continued on our downwind leg and exited the pattern to the south relaying a mayday call for the banner pilot on 121.5 as we went. I have included a diagram with this memo.

Sincerely,



Simon L. Gretsch

 - in process of switching over because of move.  
Aviation Safety & Security Dept. E2A4.

# Aviation Safety Report (AvSR)

(One Reporting Form per event, if details are agreed upon)

(Ref # for Internal Use Only)

This Form MUST be Submitted to the Duty Flight Supervisor Within 24 Hours of the Event

(1) Instructor Pilot <u>Dayton</u>		IP # <u>322</u>	(2) Student <u>James Moffitt</u>		Student #
Grounded		Not Grounded	Grounded		Not Grounded
(3) Training Manager <u>Nick Mastert</u>			(4) Duty Flight Supervisor: <u>Mary Lou</u>		
(5) Date of Event (MM/DD/YY) <u>3/06/02</u>		(6) Approx. Local Time of Event <u>1125</u>		(7) Type of Training Activity <u>Dual / Solo / DXC / SXC / Admin</u>	
(8) Route of Flight From: To:		(9) Location of Event <u>X47</u>		(10) Flight Course Unit # <u>131</u> <u>x25</u>	
(11) Alternate Airport: (if applicable)		(12) Your Aircraft Type <u>C-172</u>		(13) Your Aircraft Reg. Number <u>N412ER</u>	
(14) Phase of Operation (circle applicable) Parked -- Ramp -- Taxi-out -- Takeoff -- Initial Climb -- Climb -- Crosswind Cruise -- Holding -- Descent -- Pattern Entry -- Downwind -- Base -- Final Short-final -- Landing -- Rollout -- Taxi-in -- Other: <u>Traffic Pattern</u>					
(15) Runway # (if applicable)			(16) Rwy. Condition (if applicable) <u>Dry</u> / Wet / Other:		
(17) Inflight/Airfield Weather <u>VFR</u> / IFR / Other:			(18) Aircraft Altitude (specify AGL/MSL) <u>1000</u>		
(19) Event Title (check if applicable)					
<input type="checkbox"/> Aborted Takeoff	<input type="checkbox"/> Engine Shutdown	<input type="checkbox"/> Loss of Braking	<input type="checkbox"/> Wing Strike		
<input type="checkbox"/> Aircraft Damage	<input type="checkbox"/> Engine System	<input type="checkbox"/> Lost/Disoriented	<input type="checkbox"/> Property Damage		
<input type="checkbox"/> Bird/Wildlife Strike	<input type="checkbox"/> FOD	<input type="checkbox"/> NMAC/ATC Incident	<input type="checkbox"/> Runway Excursion		
<input type="checkbox"/> Comm/Nav. Failure	<input type="checkbox"/> Fuel Quantity	<input type="checkbox"/> Operating Procedures	<input type="checkbox"/> Runway Incursion		
<input type="checkbox"/> Crew Illness/Injury	<input type="checkbox"/> Fuel System	<input type="checkbox"/> PAX Illness/Injury	<input type="checkbox"/> Wake Turbulence		
<input type="checkbox"/> Electrical System	<input type="checkbox"/> Gear System	<input type="checkbox"/> Prop Strike	<input type="checkbox"/> Weather		
<input type="checkbox"/> Emergency	<input type="checkbox"/> Handling Difficulty	<input type="checkbox"/> Tail Strike	<input type="checkbox"/> Other Safety Concern		
(20) Event Description (including any relative factors such as weather, ATC, airfield facilities, etc.). Use additional sheets if necessary					
<u>On March 6th 2002 at approx 1125 am met Dayton and</u> <u>student James Moffitt witnessed a fatal accident at Flagler</u> <u>Airport. We arrived at Flagler at approx. 1100. We had</u> <u>made two landings and two take offs. There were</u> <u>about four aircraft in the pattern at the time of the</u> <u>accident. The Banner tower was in the pattern dropping off</u>					

\*\* SEE ADDITIONAL INSTRUCTIONS ON BACK \*\*

→ (on next sheet)

Please complete the following questions if you feel they are appropriate to your event

(21) What went wrong? Why?

Sounds like a type of structural damage to the control input or the Ailerons

(22) What went right? Why?

(23) What was learned? (Describe)

life is very fragile

(24) What would you do differently faced with this or a similar situation again?

(25) What needs to be addressed to prevent a reoccurrence of this situation and improve safety at ERAU?

Just remind everyone when someone declares Emergency, don't start talking, just listen.

(26) Near Midair Collision (NMAC)/Air Traffic Control (ATC) Incident

Mark Passage of aircraft relative to you, in plane on the left and in elevation on the right, assuming YOU are at the center of each diagram.



View from above (horizontal plane: \_\_\_\_\_ ft or nm)

View from behind (vertical plane: \_\_\_\_\_ ft)

Severity of Risk? LOW/MEDIUM/HIGH

Minimum Vertical Separation? \_\_\_\_\_ ft or nm

Avoiding Action Taken?

YES/NO

Minimum Horizontal Separation? \_\_\_\_\_ ft or nm

Reported to ATC?

Facility

Frequency in use?

Heading?

DEG

Cleared Altitude? \_\_\_\_\_ ft AGL/MSL

Other aircraft registration?

Other aircraft type?

Other aircraft call sign?

Any other information?

PIC/TP Signature: \_\_\_\_\_

Student Signature: \_\_\_\_\_

Date: \_\_\_\_\_

3/06/02

Date: \_\_\_\_\_

Emergency vehicles to Hager airport because there had to be a crash.  
after that we landed on runway 06, cleared the runway and stopped to shut down  
the airplane on the taxiway to see what happened. The emergency vehicles showed  
up about <sup>5-10</sup> ~~10-15~~ minutes after the crash. we had just landed after the first  
truck showed up.

~~James S. Moffitt~~

James S. Moffitt

ID # [REDACTED]

Address

[REDACTED]

Home # [REDACTED]

Cell # [REDACTED]

Daytona beach FL.

32114

→ his banner, and then climbed back out to enter the pattern. We were on the upwind at 500 feet when we heard them declare an "Emergency" I could tell by the voice that something was terribly wrong. The Pilot keyed the mic. again and said we've lost our Aileron, we have no control of our Aileron. The said he was going to try and make the field. The mic was keyed again and panic was in their voices, saying oh shit, oh God this is going to hurt, this is going to be a hard landing! Then silence. I then called DAB approach on 125.8 and told them that there had been a crash at Flagler and to send Emergency personnel to Flagler. ~~As~~ As we came in on final we could see the wreckage in the trees between runway 6 and 11. We landed and shut the A/c down.

~~Max Dwyer~~



## VOLUNTARY STATEMENT

(NOT UNDER ARREST)

Date 3/6/02

I, Renny Cichella, am not under arrest for, nor am I being detained for any criminal offenses concerning the events I am about to make known to Deputy Nunziato.

Without being accused of or questioned about any criminal offenses regarding the facts I am about to state, I volunteer the following information of my own free will, for whatever purposes it may serve.

I am 20 years of age, and I live at [REDACTED] Vero Beach, FL, 32160

Jonathan and me were picking up the banner that the downed aircraft just deployed and, I didn't have <sup>eye</sup> contact with the aircraft, all of a sudden Jonathan called my attention and I watched the aircraft enter an excessive bank angle and go into the ground. We then entered my vehicle and went to the scene, upon arriving there we went by foot to the wreckage and we looked inside the aircraft and called their attention to see if we could get a response and we didn't get anything. The paramedics and Fire dept arrived about 5 mins after.

Cell # [REDACTED]

I have read each page of this statement consisting of 1 page(s), each page of which bears my signature, and corrections, if any, bear my initials, and I certify that the facts contained herein are true and correct.

Dated at [REDACTED], this 03 day of 06 20 02.

WITNESS: [REDACTED]

WITNESS: [REDACTED] 61-18

## VOLUNTARY STATEMENT

Date 3/6/02

(NOT UNDER ARREST)

I, Jonathan Diedrich, am not under arrest for, nor am I being detained for any criminal offenses concerning the events I am about to make known to Deputy Nunziato.

Without being accused of or questioned about any criminal offenses regarding the facts I am about to state, I volunteer the following information of my own free will, for whatever purposes it may serve.

I am 21 years of age, and I live at [REDACTED], Palm Coast, FL 32137.

Renny Cichella and I were at the midfield of the airport.  
The airplane (N75908) came in for the banner drop with no problems,  
dropped the banner, and climbed and turned crosswind. After the turn  
crosswind, I stopped watching the aircraft so we could take care of  
some ground work. I then looked back up at the aircraft and  
saw it in a bank which increased to about 80°-85°, and the aircraft  
then nosed down into the ground. Renny and I drove over to  
the scene and were the first ones out to the aircraft, which  
was badly damaged. We tried to talk to the passengers, Brian &  
Jason, but got no response. I looked up into the cabin and saw  
one of the passenger's head moving, but was not sure if he was  
alive or not. We had no way to get the passenger's free, and the  
police and fire dept. showed up a few minutes later.

cell # [REDACTED]

Home [REDACTED]

I have read each page of this statement consisting of 1 page(s), each page of which bears my signature, and corrections, if any, bear my initials, and I certify that the facts contained herein are true and correct.

Dated at FLAGLER COUNTY AIRPORT, this 6 day of March 20 02.

WITNESS: [REDACTED]

WITNESS: [REDACTED]

[REDACTED]  
Signature of person giving voluntary statement